

CHINESE GOVERNMENT RAILWAYS,
PEKING-MUKDEN LINE.

Report for the Half Year ended 31st December, 1914,

Published for circulation by order of the Directors.

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CHINESE GOVERNMENT RAILWAYS

PEKING-MUKDEN LINE.

General Report

For the Half Year Ending 31st December, 1914.

Owing to the introduction, by the Ministry of Communications, of one standard system of railway accounts, applicable to all the Government Railways, in place of the many and varied systems hitherto in use by them, it has become necessary to close the accounts of this Railway as at 31st December, 1914. The new plan will come into force on 1st January, 1915.

The Directors, therefore, submit the following report of the working of the Peking-Mukden Railway during the half year ending 31st December, 1914.

	For 6 months to 31st December.	
	1913	1914
	\$	\$
Earnings	6,825,675.87	6,619,076.50
Working Expenses	2,287,141.19	2,814,373.68
Balance after paying Working Expenses	4,538,534.68	3,804,702.82
Ratio of Working Expenses to Earnings	34 %	42 %

Mileage.—No increase in mileage has been made during the half year. The mileage open to traffic is 605.76 miles

Loans.—On 1st August, 1914, the Tenth Drawing of the Chinese Government Railways 5% Gold Loan of 1899 amounting to £57,500 was paid off thus reducing the amount outstanding to £1,725,000.

The amortisation of the Gold Loan from the South Manchuria Railway has also been duly met.

Exchange.—Remittances to London to meet the Loan service were made at the average rate of 2/5³/₈ per Tientsin Tael.

Change of Rails.—Arrangements have been made to relay the section between Kuyeh and Tongho with 85-1b rails. Over this section a very heavy coal traffic is carried.

Li Tsoi-Chee

Managing Director.

Chu Kin-How

Associate Director.

CHINESE GOVERNMENT RAILWAYS, PEKING-MUKDEN LINE.

STATEMENT OF ACCOUNTS FOR THE HALF YEAR ENDED 31st DECEMBER, 1914.

No. 1

Capital Authorised and Created

DETAILS	Capital Authorised			Capital Created			Balance		
	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Chinese Government and Chinese Shareholders . . .	21,994,428.57	—	21,994,428.57	21,994,428.57	—	21,994,428.57			
Under Loan Agreement 1899, £2,300,000 . . .	—	27,600,000.00	27,600,000.00	—	27,600,000.00	27,600,000.00			
Under Japanese Loan Agreements, South Manchuria Ry. Loan, 1909, Gold Yen 320,000. . .	—	377,142.86	377,142.86	—	377,142.86	377,142.86			
	\$ 21,994,428.57	27,977,142.86	49,971,571.43	21,994,428.57	27,977,142.86	49,971,571.43			

No. 2

Stock and Share Capital Created Showing Proportion Issued

	Amount Created	Amount Issued	Amount Unissued
	\$	\$	\$
Chinese Government and Chinese Shareholders	21,994,428.57	21,994,428.57	—
	\$ 21,994,428.57	21,994,428.57	—

No. 3

Capital Raised by Debenture Stock.

		\$
Chinese Government Peking-Mukden Railway 5% Loan, formerly designated Imperial Chinese 5% Railway Loan 1899 (original amount of Loan £2,300,000).		
Existing at 30th June, 1914	£ 1,782,500	21,300,000
Bonds of Tenth Drawing paid off	57,500	690,000
Existing at 31st December, 1914	£ 1,725,000	20,700,000
South Manchuria Railway Loan, 1909 (original amount of Loan G. Yen 320,000,000).		
Existing at 31st December, 1914	G. Yen 281,111.14	

No. 4

Receipts and Expenditure on Capital Account.

Dr.				Cr.			
	Total to 30th June 1914	During half Year to 31st December 1914	Total to 31st December 1914		Total to 30th June 1914	During half Year to 31st December 1914	Total to 31st December 1914
To Expenditure	\$	\$	\$	By Receipts	\$	\$	\$
Lines open for Traffic	49,635,095.65	—	49,635,095.65	Shares	21,994,428.57	—	21,994,428.57
Steamer	336,475.78	—	336,475.78	Debenture Stock	27,600,000.00	—	27,600,000.00
	\$ 49,971,571.43	—	49,971,571.43	South Manchuria Ry. Loan	377,142.86	—	377,142.86
Balance			Nil				
			\$ 49,971,571.43				\$ 49,971,571.43

No. 5

Details of Expenditure on Capital Account.

Nil	
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No. 6

Expenditure on Capital Works paid for from Revenue.

Betterments	\$
Additions to Mukden Extensions	16,829.19
Rolling Stock	422,346.62
Tongshan Works	70,851.56
Locomotive Sheds	2,429.07
Loco. Water Towers, etc.	14,899.52
Bridge Works	988.78
Relaying Track, Tongshan to Kuyeh	46,062.33
Bridges	6,587.45
Sidings	58,151.85
Land	4,657.51
Additions to Stations	40,216.95
Additions to Other Buildings	11,618.16
Staff Quarters	12,002.69
Miscellaneous	755.28
Expended during current year	708,406.96
Expended in previous years	11,465,851.73
	\$ 12,174,258.69

No. 7

Revenue Account

Dr.		Cr.	
To Maintenance of Way, Works and Stations as per Abstract A . . .	\$ 668,127.39	By Earnings:	\$
" Locomotive, Carriage and Wagon Expenses as per Abstract B . . .	1,387,457.05	Passenger Service	2,504,198.68
" Traffic Expenses as per Abstract D.	337,437.70	Goods Service	3,818,814.59
" General Charges " " E.	421,351.54	Miscellaneous	91,755.10
	2,814,373.68		6,414,768.37
" Balance carried to Net Revenue Account . . .	3,804,702.82	Railway Service	204,308.13
	\$ 6,619,076.50		\$ 6,619,076.50

No. 8

Net Revenue Account

Dr.		Net Revenue Account		Cr.	
To Debenture Loan, Tenth instalment repaid	690,000.00	By Balance forward from last year.		6,307,760.16	
" " " Interest	508,056.22	" Balance transferred from Revenue Account		3,804,702.82	
" Chinese Shares, Interest	94.06				
" S.M.R Loan, part capital repaid	10,349.20				
" " " Interest	6,985.71				
" Paid to Chinese Government	2,055,672.44				
" Shipping Department	6,240.31				
" Tongshan College Upkeep	37,800.00				
" Bonus to Employees	221,256.86				
" Betterments, being amount taken from Revenue for Capital Works	708,406.96				
" Balance	5,867,601.22				
				</	

Dr.

Wm. Henderson, C.A.,
Chief Accountant.

Half Year ending 31st December, 1913			Half Year ending 31st December, 1914	
81,568.18		Salaries, Office Expenses and General Superintendence		96,870.52
		Running Expenses		
90,392.62		Wages connected with working Locomotive Engines	102,241.13	
271,150.25		Coal	328,622.48	
46,745.75		Water	39,046.62	
42,618.19	450,906.81	Oil, Tallow and other Stores	59,813.73	529,723.96
		Maintenance and Renewal of Locomotives and Machinery :—		
169,613.82		Wages	162,444.57	
97,930.90	267,544.72	Materials	157,391.99	319,836.56
		Repairs and Renewals of Cars :—		
		COACHING VEHICLES.		
41,956.05		Wages	63,453.39	
74,454.81	116,410.86	Materials	82,005.18	145,458.57
		GOODS VEHICLES		
45,390.89		Wages	44,822.17	
55,588.88	100,979.77	Materials	86,927.43	131,749.60
	24,757.96	Cleaning Carriages and Oiling		32,171.01
	5,471.58	Steam Ferry at Newchwang		6,215.36
	99,092.26	Service Freight		125,431.47
\$ 1,146,732.14				\$ 1,387,457.01

D. Traffic Expenses.

Half Year ending 31st December, 1913			Half Year ending 31st December, 1914	
\$	\$		\$	\$
57,121.10		General Superintendence	66,158.81	
145,871.09		Wages of Station Staff	162,157.69	
44,917.16		Wages of Train Staff	52,655.75	
40,671.73		Lighting and Small Stores	49,747.51	
Nil		Wagon Covers, Ropes, etc.	208.77	
10,341.06		Station Fittings and Furniture	5,808.02	
296.04		Service Freight	701.15	
	299,218.18			337,437.70

E. General Charges.

Half Year ending 31st December, 1913			Half Year ending 31st December, 1914	
\$	\$		\$	\$
122,153.06		General Superintendence	117,796.31	
38,878.63		Accountant's Department	42,927.50	
35,113.69		Stores Department	44,457.36	
26,065.21		Medical Department	27,713.65	
1,803.81		Rents of Buildings and Lands	2,756.30	
64,953.88		Police	107,113.73	
89,727.02		Telegraph Department	96,140.50	
49,356.66		Stationery and Printing	54,986.43	
2,924.05		Compensation	3,338.70	
31,204.69		Sundries	23,070.19	
23,904.45		Service Freight	27,378.53	
486,085.15			547,679.20	
Cr. 201,789.03		Interest &c.	Cr. 126,327.66	
	284,296.12			421,351.54

EARNINGS.

Half Year ending 31st December, 1913			Half Year ending 31st December, 1914	
\$	\$		\$	\$
2,751,500.50		Passenger Service	2,504,198.68	
3,633,425.29		Goods Service	3,818,814.59	
334,884.28		Miscellaneous Receipts	91,755.10	
105,865.80		Railway Service	204,308.13	
	6,285,675.87			6,619,076.50

AUDITOR'S CERTIFICATE

The accounts for the half year ended 31st December, 1914, as stated, contain, in my opinion, a full and true statement of the financial condition of the Railway, and the revenue has, in my judgment, been charged with all expenses which ought to be paid thereout. The interest and redemption of the Loans during the half year have been fully met.

Tientsin, 18th March, 1915.

A. F. Algie,
Auditor

ENGINEER-IN-CHIEF'S CERTIFICATE.

I hereby certify that the Permanent Way, Bridges, Stations and other Buildings have been maintained in good order during the half Year ending 31st December, 1914, but I desire to draw attention to the section between Kuyeh and Shankaikuan. On this section the rails are 23 years old and require changing; they are rapidly becoming dangerous.

Tientsin, 15th March, 1915.

D. Poyntz Ricketts,
Engineer-in-Chief & General Manager

LOCOMOTIVE SUPERINTENDENT'S CERTIFICATE

I hereby certify that the Plant, Locomotives, Coaches, Cars, Wagons, Machinery and Tools have been maintained in good order and repair during the six months ending 31st December, 1914.

Tongshan, 15th March, 1915.

F. A. Jamieson,
Loco. & Works Superintendent.

查由一千九百十四年七月一號至十二月三十一號止半年內所開進支各帳目均屬的實無訛凡有應支各帳皆由進款開支并是年應還借款本息業已如數清付

一千九百十五年三月十八號 查帳人阿魯支具

查沿路軌道橋樑車站并房屋均經養修妥善惟古冶山海關間鋼軌已有二十三年之久行車日見危險亟應更換

一千九百十五年三月十五號 總工程司李吉士具

查機車車輛并各項機器器具均經養修妥善

一千九百十五年三月十五號 機車總管詹莫森具

丁 車務費用比較表

一千九百十三年七月一號至 一千九百十三年十二月三十一號		一千九百十四年七月一號至 一千九百十四年十二月三十一號	
元	元	元	元
57,121.10		66,158.81	
145,871.09		162,157.69	
44,917.16		52,655.75	
40,671.73		49,747.51	
無		208.77	
10,341.06		5,808.02	
無		701.15	
	299,218.18		337,437.70

戊 本局員司并洋帳房材料處全路巡警電報處薪工雜項比較表

一千九百十三年七月一號至 一千九百十三年十二月三十一號		一千九百十四年七月一號至 一千九百十四年十二月三十一號	
元	元	元	元
122,153.06		117,796.31	
38,878.63		42,927.50	
35,113.69		44,457.36	
26,065.21		27,713.65	
1,803.81		2,756.30	
64,953.88		107,113.73	
89,727.02		96,140.50	
49,356.66		54,986.43	
2,924.05		3,338.70	
31,204.69		23,070.19	
23,904.45		27,378.53	
486,085.15		547,679.20	
Cr. 201,789.03		Cr. 126,327.66	
	284,296.12		421,351.54

◎ 查此項即係銀行所存長短各期銀行各款利息歷屆均歸薪工雜項內支銷是以不列進款合併登明

已 進款比較表

一千九百十三年七月一號至 一千九百十三年十二月三十一號		一千九百十四年七月一號至 一千九百十四年十二月三十一號	
元	元	元	元
2,751,500.50		2,504,198.68	
3,633,425.29		3,818,814.59	
334,884.28		91,755.10	
105,865.80		204,308.13	
	6,285,675.87		6,619,076.50

一千九百十三年七月一號至一千九百十三年十二月三十一號止

乙丙 養修汽車并客貨車輛費用比較表

(6)

第九款

◎ 按路年用

息九
本十
還四
保洋
擔息
行本
銀還
存攙
長甬
路杭
本滬
有代
內又
款元
存萬
期百
長一
按洋
萬

山買暨款官及股商洋北回贖路本係項此按
海關汽水公公司司公

第七 營業進款項下收支各數表

支		收	
養修軌道并製造廠暨各車站房屋 (見甲表)	元 668,127.39	收款	元
養修機車并客貨車輛 (見乙表)	1,387,457.05	客票	2,504,198.68
車務費用 (見丁表)	337,437.70	貨脚	3,818,814.59
本局費用 (見戊表)	421,351.54	雜項	91,755.10
	2,814,373.68	本路運輸	6,414,768.37
除支外結存毛利	3,804,702.82		204,308.13
	6,619,076.50		6,619,076.50

第八 進款結存項下應支各項數目表

支		收	
拔還第十期借款本銀	元 690,000.00	上年結存	元 6,307,760.16
又 利息銀	508,056.22	是年進款毛利結存 (見第七表)	3,804,702.82
支還商股利息	94.06		
拔還南滿路借款本銀	10,349.20		
又 利息銀	6,985.71		
支撥解政府費用 (見下附單) ①	2,055,672.44		
支北平勝大輪船因抵制萬能輪船增加行車進款計虧折	6,240.31		
支唐山路礦學堂經費	37,800.00		
支年終全路華洋員司獎勵金	221,256.86		
支續添成本 (見第六表)	708,406.96		
除支淨餘	5,867,601.22		
	10,112,462.98		10,112,462.98

① 查撥解政府費用一項內計撥解財政部坐糧廳通關稅課洋三萬四千七百八十三元零一分營口道營奉包稅洋三千六百八十六元四角撥解交通部洋一百八十九萬七千五百二十元八角五分政府因公人員往來車費洋十一萬九千六百八十二元一角八分以上共撥之數如上

第五

股本項下開支各數詳表

無	
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第六

由進款提作成本支用各數表

		元
奉天	16,829.19	
車庫	422,346.62	
各機	70,851.56	
橋樑	2,429.07	
唐山	14,899.52	
各機	988.78	
橋樑	46,062.33	
唐山	6,587.45	
各機	58,151.85	
橋樑	4,667.51	
唐山	40,216.95	
各機	11,618.16	
橋樑	12,002.69	
唐山	755.28	
各機	708,406.96	
橋樑	11,465,851.73	
唐山	\$ 12,174,258.69	

第三

借款存欠數目表

一千八百九十九年五釐息鐵路借款英金二百三十萬磅	英金鎊	合洋元
截欠借款(一千九百十四年六月三十號止)	£ 1,782,500	21,390,000
拔還第十期借款	57,500	690,000
截欠借款(一千九百十四年十二月三十一號止)	£ 1,725,000	20,700,000

一千九百零九年南滿路借款	日金三十二萬元
一千九百十四年十二月三十一號截欠	金元二十三萬一千一百一十一元一角四分

交通部直轄京奉鐵路局

民國三年下半年收支報告
起三年七月一日訖三年十二月三十一日

第一 股本表

	奉招成本			已招成本			其餘		
	股本	借款	共數	股本	借款	共數	股本	借款	共數
國家并商家股本	元	元	元	元	元	元	元	元	元
西歷一千八百九十九年借英金二百三十萬磅	21,994,428.57	—	21,994,428.57	21,994,428.57	—	21,994,428.57			
西歷一千九百零九年借南滿路局金圓三十二萬元為瀋陽北段工程之用	—	27,600,000.00	27,600,000.00	—	27,600,000.00	27,600,000.00			
	—	377,142.86	377,142.86	—	377,142.86	377,142.86			
	21,994,428.57	27,977,142.86	49,971,571.43	21,994,428.57	27,977,142.86	49,971,571.43			

第二 頒發股本與已招股本比較表

	已招股本	頒發股本	未發股本
國家并商家股本	元 21,994,428.57	元 21,994,428.57	元 —
	21,994,428.57	21,994,428.57	—

第四支

成本項下收支各數表

收

	一千九百十四年六月三十號止共支之數	一千九百十四年十二月三十一號止共支之數	一千九百十四年十二月三十一號止共支之數		一千九百十四年六月三十號止共收之數	一千九百十四年十二月三十一號止共收之數	一千九百十四年十二月三十一號止共收之數
修築行車軌道	元 49,635,095.65	元 —	元 49,635,095.65	成本	元 21,994,428.57	元 —	元 21,994,428.57
輪船	336,475.78	—	336,475.78	借款	27,600,000.00	—	27,600,000.00
	49,971,571.43	—	49,971,571.43	南滿借款	377,142.86	—	377,142.86
除支淨存			無 49,971,571.43				49,971,571.43

交通部直轄京奉鐵路管理局民國三年下半年報告說略
 本屆報告起民國三年七月一日訖十二月三十一日計六個月因本部現辦統一會計章程飭自四年一月一日實行故本路不得不將帳目截至三年十二月三十一日作一結束以便四年一月改按新章辦理茲將最近兩年下半年進出款數目比較如下

進款	一千九百十三年下半年		一千九百十四年下半年	
	六百八十二萬五千六百七十八元八角七分六	零七十六萬一千五百九千零七十八元六角四分三	二百八十三萬六千八百三十三元八角二分七	三百八十八萬四千二百八十二元
費用	二百四十一萬八千九百一十一元八角九分一	二百七十八萬三千一百六十八元八角四分三	二百八十三萬六千八百三十三元八角二分七	三百八十八萬四千二百八十二元
	四百四十一萬八千九百一十一元八角九分一	二百七十八萬三千一百六十八元八角四分三	二百八十三萬六千八百三十三元八角二分七	三百八十八萬四千二百八十二元
結餘	四百三十四萬六千八百八十五元	三百零二萬八千八百四十二元	四百三十四萬六千八百八十五元	三百零二萬八千八百四十二元
	四百三十四萬六千八百八十五元	三百零二萬八千八百四十二元	四百三十四萬六千八百八十五元	三百零二萬八千八百四十二元
每進款百元計支出費用		三十四元	四十二元	四十二元

本年行車幹路並未增加計六百零五英里七釐六

一千九百十四年八月一日還一千八百九十九年所借之五釐息鐵路大借款第十期本銀計英金五萬七千五百鎊現在尚欠英金一百七十二萬五千鎊

本年應還南滿鐵路借款業已按期照付

本年匯寄英京倫敦匯豐銀行備還借款本息其匯水均計每行平銀一兩

以英金二先令五本士零八分之三合算
 本路古冶至湯河一段煤業運輸極為繁重亟應將舊鋪六十磅鋼軌一律改為八十五磅重軌以期轉運靈活現已入手籌備

交通部直轄京奉鐵路管理局

局長李福全
 副局長徐廷爵 謹啓

京奉鐵路

中華民國三年

下半年

報告冊